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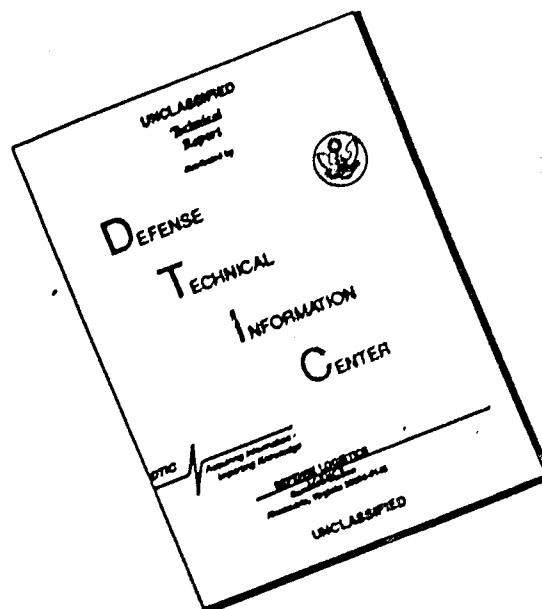
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (14 Oct 68) FOR OT RD 683209

18 October 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 13th
Combat Aviation Battalion, Period Ending 31 July 1968 (U)

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT RD, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure that the Army realizes current benefits from lessons learned during recent operations.
3. To insure that the information provided through the Lessons Learned Program is readily available on a continuous basis, a cumulative Lessons Learned Index containing alphabetical listings of items appearing in the reports is compiled and distributed periodically. Recipients of the attached report are encouraged to recommend items from it for inclusion in the Index by completing and returning the self-addressed form provided at the end of this report.

BY ORDER OF THE SECRETARY OF THE ARMY:

Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

1 Incl
as

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OCT 29 1968

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13th Combat Aviation Battalion

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DEPARTMENT OF THE ARMY
Headquarters, 13th Combat Aviation (Guardian) Battalion
APO San Francisco 96215

AVEN-G

13 August 1968

SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion for
Period Ending 31 July 1968, RCS CSFOR-65(RL) (U)

SEE DISTRIBUTION

1. (C) Section 1, Operations: Significant Activities

a. Unit Mission. There was no change to the unit mission during this period.

b. Organization. At the close of the reporting period the organization of the 13th Combat Aviation (Guardian) Battalion was as follows:

(1) Headquarters and Headquarters Detachment

(2) The 114th Assault Helicopter Company (UH-1) with the 544th Transportation Detachment (KD) and the 96th Signal Detachment (RL) attached.

(3) The 121st Assault Helicopter Company (UH-1) with the 80th Transportation Detachment (KD) and the 257th Signal Detachment (RL) attached.

(4) The 175th Assault Helicopter Company (UH-1) with the 150th Transportation Detachment (KD) and the 28th Signal Detachment (RL) attached.

(5) The 271st Assault Support Helicopter Company (OH-47) with the 361st Transportation Detachment (KD) attached.

(6) The 336th Assault Helicopter Company (UH-1) with the 167th Transportation Detachment (KD) and the 277th Signal Detachment (RL) attached.

c. Changes in Command and Staff.

(1) Major Anthony J. Ortner, 073813, was assigned as Adjutant on 14 July 1968. Captain Hall was reassigned to the 336th Assault Helicopter Company.

(2) Major Harold M. Ramey, 085645, was assigned as S-3 on 7 June 1968. Major Steven L. Rodgers was reassigned to CONUS.

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AVI-N-G

13 August 1968

SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion for
Period Ending 31 July 1968, RCS CSFOR-65(R1) (Cont'd) (U)

(3) Major Gary L. Kline, 036377, was assigned as S-4 on 24 May 68. There was no S-4 assigned at the time Major Kline assumed the position.

(4) Major Nicolas P. Stein, 01933660, was assigned as Battalion Maintenance Officer on 1 May 1968. There was no maintenance officer assigned at the time Major Stein assumed the position.

(5) Captain Larry E. Stuart, 05320245, was assigned as Battalion Safety Officer on 24 July 1968. There was no Safety Officer assigned at the time Captain Stuart assumed the position.

d. Unit Strength as of 31 July 1968.

(1) Military

UNIT	OFFICER			WO			EM		TOTAL	
	Auth	Man	Pres	Auth	Man	Pres	Auth	Pres	Man	Pres
HHD	22	17	13	2	2	1	101	102	120	121
114th	15	12	15	52	45	42	152	162	209	219
544th	1	1	1	1	1	1	70	64	72	66
96th	1	1	1				9	8	10	9
121st	15	12	13	52	45	33	152	176	209	227
30th	1	1	1	1	1	0	70	63	72	64
257th	1	1	1				9	9	10	10
175th	15	12	15	52	45	39	152	148	209	202
150th	1	1	1	1	1	1	70	69	72	71
28th	1	1	0				9	6	10	6
336th	15	12	13	52	45	38	152	138	209	189
167th	1	1	1	1	1	1	69	51	71	53
277th	1	1	1				9	4	10	5
271st	13	12	5	25	22	22	143	163	177	190
361st	1	1	1	1	1	1	80	92	82	94
13th CAB	104	86	87	240	209	183	1247	1255	1542	1526

(2) Non-Military

UNIT	DAC		VN		3RD NATL		CONTRACTOR
	Auth	O/H	Auth	O/H	Auth	O/H	
HHD	0	0	4	13	0	0	0
114th	0	0	4	14	0	0	0
121st	0	0	25	69	0	0	0
175th	0	0	5	12	0	0	0
336th	0	0	26	53	0	0	0
271st	0	0	0	1	0	0	0
13th CAB	0	0	64	159	0	0	0

NOTE: Contractor personnel are available through Direct Support Maintenance Unit on an as needed basis.

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SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion for
Period Ending 31 July 1968, RCS CSFOR-65(R1) (Cont'd) (U)

(3) The battalion continues to experience a shortage in the following MOS's.

- (a) 67A1F Door Gunner
- (b) 45J20 Aircraft Armament Specialist
- (c) 44E20 Machinist
- (d) 67W20 Technical Inspectors
- (e) 68B20 Aircraft Turbine Repair
- (f) 35L20 Avionics Communications Repair
- (g) 76A10 Unit Supply Tech
- (h) 67100 Aircraft Maintenance Tech.

e. Aircraft Status as of 31 July 1968. See Incl 2

f. Operational Results as of 31 July 1968. See Incl 3

g. Operations. General.

(1) During this reporting period the 13th Combat Aviation (Guardian) Battalion continued to provide the 7th, 9th, and 21st ARVN Infantry Divisions and the 44th Special Zone with aviation support. Direct support was also provided to Military Advisory Group IV Corps, Special Forces and CORDS. These missions include command liaison, outpost resupply, medical evacuation, aerial escort, combat troop transport, reconnaissance and surveillance and direct fire support by armed helicopter. The 13th Combat Aviation Battalion flew a total of 36,287 hours during the months of May, June and July. For the first time since the organization of the 13th CAB under the 164th Aviation Group, the Battalion has a representative for every staff position. Having a full staff has greatly enhanced efficient and effective support rendered by this headquarters to both its subordinate and superior units. In addition, the Battalion has established its own Battalion Operations Center (BOC) which has given the Battalion Commander more control of his aviation assets and influence of tactical operations than had been experienced to date.

(2) Airmobile Operations. The two VNAF CH34 Squadrons from Binh Thuy have continued to support airmobile operations in the Delta with ten CH34 aircraft daily. During the period 107 airmobile operations were supported. The more significant operations during this period were conducted on 1 May and 10 May.

(a) On 30 April - 1 May a two day search and destroy operation was conducted in the Phong Dinh Province, center of mass MR830960, by the 21st ARVN Inf Div. Intelligence indicated sufficient enemy strength to defend against a Battalion size unit. Aviation elements of the 13th Cbt Avn Bn provided 8 armed transports, 5 armed helicopters and a C&C aircraft. The VNAF provided 7 CH34 transports. At 0817 the first flight of transports landed 80 troops of the 1/33 Inf Reg with the second flight of VNAF close behind with 60 troops. At 0910 hours the 3/33 Inf Regt was lifted into a second LZ. Light to moderate contact was encountered soon

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13 August 1968

SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion for
Period Ending 31 July 1968, RCS CSFOR-65(R1) (Cont'd) (U)

after the troops began to maneuver. The reserve force of 640 troops of the 3/31 Inf Regt was committed and the lifts were completed by 1130 hours. The ARVN forces remained in contact throughout the day and remained in the field overnight. Extraction was commenced at 1510 hours on 1 May and completed by 1550 hours. Results of the two day operation were as follows:

FRIENDLY

1 KIA
12 MIA

ENEMY

50 KIA (20KBA)
3 VCS
3 Mausers
2 K50 Rifles
1 60mm Mortar
1 Colt Pistol
15 Machetes
1 M79 Grenade Launcher
10 Rds 81mm Mortar
1 1 Kilo of Documents

(b) On 10 May 1968 elements of the 7th ARVN Inf Div conducted a search and destroy mission in Go Cong Province, center of mass VS935450. The 13th Cbt Avn Bn provided aviation support with 6 armed helicopters and a CAC. The VNAF provided 9 CH34 transports. Intelligence reports indicated an increase in VC activity in the operational area with a suspected VC in believed to be in the maneuver area. This particular operation, although routine in the sense that it is typical of the missions performed daily by armed helicopters, represents a vivid example of the combat effectiveness of armed helicopters when a wide variety of other direct and indirect fire support systems are concurrently available. In addition to armed helicopter support, artillery and airstrikes were preplanned and a Navy patrol boat was strategically located off the coast of the operational area. At 0803 the first elements of the 4/12 Inf were airlifted into the operational area with a total of 400 troops inserted by 0857. A pincer type movement between the 4/12 Inf and Regional Forces was developed which would force the VC toward the ocean. At 0900 the armed helicopters made visual contact with the VC, received permission to fire and completely disrupted the VC hiding in the brush. The VC began to run for nearby mangrove swamps and were immediately taken under fire by the armed helicopters and fixed in position. An airstrike was requested as the armed helicopters held the VC in position preventing a rapid retreat to the mangrove swamps. Supplementing the armed helicopters fire support was artillery and Naval patrol boat fire in and around the VC position keeping them confused and disorganized until fighter-bomber aircraft could arrive on station. Approximately 50 minutes after the request a B57 bomber dropped five 1000 lb bombs into the VC defensive bunkers, followed by F-100 fighter aircraft 40 minutes later with CBU striking the mangroves. Maneuver elements continued to force the VC toward the sea where they were engaged by Naval patrol boats and armed helicopters. Some VC attempted to swim out to sea however with the patrol boats and armed helicopters

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13 August 1968

SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion for
Period Ending 31 July 1968, RCS CSFOR-65(R1) (Cont'd)(U)

placing warning fires on their seaward side, the VC soon returned to shore, their hands over their heads in surrender. Result of the operation were as follows:

FRIENDLY**ENEMY**

4 WIA

56 KIA	1 M-79
37 VC POW	1 75mm RR
37 AK-47	4 Chicoms
1 AK-50	1 Pistol
1 82mm Mortar	5 B-40 Launcher
2 30-Cal MG	6 Rds B-40
2 LT MG	1 B-41 Launcher
5 Carbine	7 75mm Mtr Rds
1 PRCL0	2000 Rds AK47
2 Field Telephones	200 Meters wire
1 Bipod, MG	60 Hand Grenades
12 Mines	10 Kilo Documents

(3) Stand-Down Day. This program, which allows each company to stand down one day per week for maintenance, has aided this headquarters in increasing its aircraft availability rate. By knowing when the aircraft will be down, maintenance personnel are better able to schedule inspections and work on discrepancies which have been carried forward. This program is so effective that it should not be disrupted by unplanned operational requirements except in the presence of an extreme tactical emergency.

(4) Tests of New Equipment. During this reporting period elements of this battalion conducted new equipment tests on three items, the XM159 Parachute Flare with its dispenser, the XM596 proximity fuze and the Clark Ranger Forklift.

(a) The 175th and 114th AHC tested the XM159 Parachute Flare and its dispenser. The system is designed to store the flares in the cabin section of the UH1, allow the flare to be released from an extension of the storage rack outside the aircraft, and to arm the flare at the time of release. Though arming the flare outside the aircraft is an advantage to the system of throwing the flares out by hand, the disadvantage in the lack of a quick jettison capability, of the entire flare load, in the event of an emergency, far out weighs the listed advantage. This Battalion AHC's have each devised methods and have fabricated flare containers which are capable of being jettisoned with the activation of a single release causing the entire load of Mark 24 flares to be released overboard. In addition asbestos curtains have been procured which will protect the pilot and co-pilot from flash blindness in the event a flare ignites inside the cabin section.

(b) The 175th AHC tested the XM596 proximity fuze employed with the 40mm grenade fired from the M5 armament subsystem. Results were quite favorable with

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SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion for
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the greatest advantage being that airburst fuzes are considerably more effective than PD fuzes against a majority of the targets in the Mekong Delta.

(c) The Clark Ranger Forklift was issued to the five transportation detachments for continued use and for the purpose of conducting an initial 60 day evaluation. The forklift proved very effective in providing a heavy lift capability to the unit. The smallness in size and ease of operation are favorable characteristics.

h. Training. During this period the 13th CAB assumed the responsibility for the training of VNAF personnel in the techniques and procedures of command and control of an airmobile operation. As of 31 July, this Bn has trained and certified two VNAF Command and Control personnel who are capable of acting as air mission commanders and controlling all aviation assets in an airmobile operation. Two new C&C trainees are undergoing training at this time and an additional two will start training o/a Sep 68. On 8 July 1968 eight VNAF helicopter pilots arrived this headquarters to begin transition training in the UH-1D. All students have progressed remarkably well considering the language barrier. After completing their initial phase of training they flew command and liaison and resupply missions. Their training will be highlighted by participation in combat assaults.

i. Morale and Discipline

(1) The number of approved recommendations for awards received during this period are shown by type and totals awarded:

LSC 2 SS 3 DFC 15 LS"V" 9 AM"V" 30 ACM"V" 26 IS 5 AM 172 ACM 13
PH 14 L of M 2 C of G 6.

(2) During this reporting period the number of approved disciplinary actions taken under UHCJ were:

	<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED MEN</u>
General	0	0	0
Special	0	0	5
Summary	0	0	1
Article 15's	0	0	37
TOTAL	0	0	43

(3) The following number of personnel were reported as casualties during this period.

KIA 7 WIA 37

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13 August 1968

SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion for
Period Ending 31 July 1968, RCS CSFOR-65(R1) (Cont'd)(U)

(4) The number of personnel that took R&R leave to various countries is denoted below:

Aus 43 Bnk 35 Haw 97 H.K. 14 Man 7 K.L. 3 Tai 44 Tokyo 28 Vung Tau 3
Pen 4 Sing 4 St andbys 0 TOTAL 282.

j. Safety:

(1) Eleven (11) reportable accidents occurred during the current reporting period representing a decrease of thirty-six percent from the previous period. A significant decrease in the incidence of engine failures was noted during the current reporting period. In only two of the eleven accidents occurring within this period was engine failure established as a cause factor. Increased emphasis on elimination of FOD and the engine cleaning process may account for this reduction in the number of engine failures. The battalion accident rate for the current reporting period was 30.02 as compared to 44.3 for the previous period.

(2) Crew errors associated with accidents continue to follow the normal pattern and are not considered to be unusual considering the experience level of the crews. Approximately eighty-five percent of the assigned aviators are recent graduates of flight school with limited flying experience.

(3) The battalion has received almost one hundred percent issue of one (1) nomex flight suit per crewmember. Approximately forty percent of the required quantity of nomex flight gloves have been received. Preliminary reports from units indicate that aviators and crewmembers are very enthusiastic about this equipment. A limited number of ballistic helmets have been received and issued.

k. Historical Summary: On 17 June 1968 Cpt Joseph D. Lazzari relinquished Command of the Headquarters Detachment to Cpt Douglas M. Smith. Cpt Lazzari returned to the United States for duty at Ft. Rucker, Alabama. Cpt Smith joined the Detachment after spending an eighteen month tour at Ft. Wainwright Alaska. The men of the detachment celebrated the fourth of July by sponsoring a party for the Ben Xe Moi Orphanage. Twenty five children played games with the soldiers and enjoyed the cake, hot dogs, hamburgers and ice cream that were provided for all. The Detachment's contributions to the civic action program were quite successful. The efforts made by the personnel of the Headquarters Detachment in support of the operation of the battalion have remained at an outstanding level. Neither the long work hours or the extra duties have impaired the soldiers desire to produce at maximum effectiveness. The attitude, performance and abilities of the men of this detachment are indicative of the truly exceptional soldier that is serving his country throughout Viet Nam.

2. (U) Section 2, Lessons Learned: Commander's Observations, Evaluations and Recommendations.

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13 August 1968

SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion for
Period Ending 31 July 1968, RCS CSFOR-65(R1) (Cont'd) (U)

a. Personnel. None

b. Operations

(1) Inadvertent IFR Procedures at Night

(a) OBSERVATION: A vee of three (3) formation for any size flight with the lead aircraft 2-5 minutes behind a weather ship has proven to be a safe and effective approach to night enroute operations during periods of marginal weather conditions.

(b) A weather aircraft piloted by at least one instrument qualified aviator precedes the main flight at a distance which allows the flight leader to keep the weather ships lights in sight. This distance must be great enough to allow the flight leader to make a 180 degree turn with the formation should he receive a warning of impending IFR conditions from the weather ship. Additionally, all aircraft commanders should be briefed on the current unit break plan.

(c) RECOMMENDATION: All aviation units should test and evaluate this procedure.

(2) Flare Ship Operation.

(a) OBSERVATION: Operation of the UH-1D helicopter used to transport MK-24 flares poses a potential hazard to the safety of the aircraft and crew.

(b) EVALUATION:

(1) There is no protection for the pilot against the smoke and blinding light which would result should a flare ignite prematurely in the cabin area.

(2) No expeditious means to safely jettison a load of flares in an emergency situation has been devised.

(c) RECOMMENDATION:

(1) That an asbestos curtain be utilized to separate the cockpit from the cabin area.

(2) One half of a modified fifty gallon drum be placed on each side of the aircraft for the storage of flares while in flight. This container is given horizontal rigidity by the use of two legs which rest on the skid. This assembly, which may pivot on the skid, is held to the aircraft by means of a safety belt, which can easily be unlatched thus providing a quick jettison system should a malfunction occur with one or more of the flares in the rack.

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AVBN-G

13 August 1968

SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion for
Period Ending 31 July 1968, RCS CSFOR-65(R1) (Cont'd) (U)

(3) AN/ARC 51 UHF Radio

(a) OBSERVATION: Numerous amplifier tubes have been damaged in the AN/ARC 51 radio.

(b) EVALUATION: Experience with the AN/ARC 51 has indicated that keying the mike switch before the set has had sufficient time to warm up will often result in damage to the power amplifier tube.

(c) RECOMMENDATION: The AN/ARC 51 radio should be allowed to warm-up for at least three (3) minutes prior to use.

(4) XM-19 Flare Dispenser

(a) OBSERVATION: Flare dispensers should have a quick jettison release capability.

(b) EVALUATION: Through testing the new XM-19 flare dispenser it was found that it has no quick release jettison capability. The snaps that connect to the cargo tie-down positions are impossible to get to with the flare rack loaded.

(c) RECOMMENDATION: The flare rack dispenser should be redesigned to include a quick release jettison capability.

c. Training None

d. Intelligence. None

e. Logistics. None

f. Organization. None

3 Incl Withdrawn, HQ, DA

1. Organization and Stationing

2. 13th CAB Aircraft Status

3. 13th CAB Operational Statistics


RICHARD A. KEILMAN

LTC, CE
Commanding

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3-CG, US RV

2-CG, 1st Aviation Brigade

4-CO, 164th Aviation Group

8-S-3 Operational File

13 AVGN (13 Aug 68) 1st Ind

SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion for
Period Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

DA, HQ, 164TH AVIATION GROUP, APO 96215 25 August 1968

SEE DISTRIBUTION

1. The attached 13th CAB ORLL for the period ending 31 July 1968 has been evaluated by this Headquarters as required by USARV Reg 525-15.

2. The authorized unit strength for HHD, 13th CAB and authorized civilian strength for the 13th CAB are listed below:

a. MILITARY HHD, 13th CAB

<u>OFF</u>	<u>WO</u>	<u>EM</u>	<u>TOTAL</u>
------------	-----------	-----------	--------------

22	2	85	109
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b. CIVILIAN 13th CAB

<u>HHD</u>	<u>114th AHC</u>	<u>121st AHC</u>	<u>175th AHC</u>	<u>336th AHC</u>	<u>271st ASHC</u>	<u>TOTAL</u>
------------	------------------	------------------	------------------	------------------	-------------------	--------------

2	5	18	5	15	2	47
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3. Particular attention is directed to 2b(2), "Flare Ship Operation". The recommendation to install a quick jettison capability is a sound one. Three different locally fabricated systems are currently in use in the 13th CAB. Each has advantages and disadvantages however each provides the capability of quick jettison of all flares in the event of an emergency. It is further recommended that a simple, standard, locally fabricated flare rack be designated, tested and adopted for flare use in the UH-1D.

4. Concur with the Commander's observations, evaluations and recommendations.


WORTHINGTON M. MAHONE
Colonel, Infantry
Commanding

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2 DA, ATTN: ACSFOR

1 CG, 1st Avn Bde, ATTN: AVBA-C

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AVBA-C (13 Aug 68) 2d Ind

SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion
for Period Ending 31 July 1968, RCS CSFOR-65 (R1) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

SI 2 1968

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,
APO 96375

Commander in Chief, United States Army Pacific, ATTN: GPOP-OT,
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D.C. 20310

1. (U) This headquarters has reviewed this report, considers it to be
adequate, and concurs with the contents as indorsed.

2. (U) The following additional comment is considered pertinent:

Paragraph 1d(3), page 3. Cited MOSs are in short supply throughout
the brigade. This headquarters has taken action to identify and cross-
level brigade assets in critical MOSs. Higher headquarters has been
notified of these critical shortages.

FOR THE COMMANDER:



J. A. SMEAL

1LT, BSC

Assistant Adjutant General

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AVHGC-DST (13 Aug 68) 3d Ind (U) MAJ Klingman/ds/LBN 4433
SUBJECT: Operational Report of 13th Combat Aviation (Guardian) Battalion
for Period Ending 31 July 1968, RCS CSFOR(R1) (U)

19 SEP 1968

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375

TO: Commander in Chief, United States Army, Pacific, ATTN: GPDP-DT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1968 from Headquarters, 13th Combat Aviation (Guardian) Battalion.

2. Comments follow:

a. Reference item concerning inadvertent IFR procedures at night, page 8, paragraph 2b(1): Concur. This procedure should prove effective in assisting flight leaders to avoid inadvertent IFR flight. This procedure will appear in the next USARV Aviation Weekly Summary for the information of all aviation units.

b. Reference item concerning flare ship operation, page 8, paragraph 2b(2): Concur. The recommendation for an asbestos curtain appears sound and the curtain can be locally fabricated. This recommendation will appear in the next issue of the USARV Aviation Pamphlet for the information of all aviation units. While the hazard of a flare igniting during flare delivery missions is recognized, it is not recommended that all units fabricate jettison containers due to the lack of facilities for flight testing and certification.

c. Reference item concerning AN/ARC-51 UHF radio, page 9, paragraph 2b(3): Concur. The starting procedures outlined in all aircraft operations manuals provide for a warm-up period for all radios.

d. Reference item concerning XM-19 flare dispenser, page 9, paragraph 2b(4): Concur. This headquarters is initiating a request that the XM-19 be modified to incorporate a quick release jettison capability.

e. Reference item concerning MOS in short supply, 1st Indorsement, paragraph 2: Concur. Cited MOSs are in short supply throughout the Army. This headquarters is aware of these critical shortages.

FOR THE COMMANDER:


W.C. ARNTZ
1LT, AGC
Assistant Adjutant General

Cy furn:
HQ 1st Avn Bde
HQ 13th CAB

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GPOP-DT (13 Aug 68) 4th Ind (U)
SUBJECT: Operational Report of HQ, 13th Combat Aviation (Guardian)
Battalion for Period Ending 31 July 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 4 OCT 1968

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

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C

13th C-119 AIRCRAFT STATUS
31 July 1968

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	U-15		UH-1C		UH-1D		CH-47		U-6A		OH-6A	
	auth	O/H	auth	O/H	auth	O/H	auth	O/H	auth	O/H	auth	O/H
114th AHC			8	7	23	20						
121st AHC	8	7			23	19						
175th AHC			8	8	23	21						
336th AHC	8	7			23	19						
271st ASHC							16	16			2	2
hnd					1	1			1	1	3	3
TOTALS	16	14	16	15	93	80	16	16	1	1	5	5

Incl 2

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13th CAS OPERATIONAL STATISTICS
QTR ENDING 31 JULY 1968

SUBORDINATE UNIT	SORTIES FLOWN	TROOPS LIFTED	CARGO LIFTED (CUBS)	AIRCRAFT	STRUCTURES		SALVAGE		AIRCRAFT CAPTURED	A/C TOOK DOWN	TOTAL FLOWN
					DOWN	DEST	DOWN	DEST			
114th AHC A/T A/H	22,059 1,316	33,867 0	157 0	0 132	0 101	0 101	0 190	0 190	1 0	26 37	6,316 1,654
121st AHC A/T A/H	16,623 2,444	35,197 0	495 0	5 103	0 0	0 221	0 0	0 236	2 1	12 17	6,847 2,411
175th AHC A/T A/H	3,838 3,811	32,733 0	108 0	0 433	0 25	0 347	0 2	0 119	1 0	11 7	5,591 1,327
356th AHC A/T A/H	13,192 1,953	33,423 7	415 0	0 172	0 0	0 423	0 0	0 294	3 1	15 15	5,471 1,992
271st ASHC	9,153	45,316	9,634	0	0	0	0	0	1	14	3,593
U6A											157
OH-1D											328
OH-6A											100
13th CAS	79,939	181,543	10,839	895	25	1,077	2	639	10	154	36,257

(C) NOTE: Aircraft Loss/Damage as follows:

114th AHC Aircraft Loss: 1 UH-1D, Aircraft Damage: 26 UH-1D, 37 UH-1C
121st AHC Aircraft Loss: 2 UH-1D and 1 UH-1C, Aircraft Damage: 12 UH-1D and 17 UH-1C
175th AHC Aircraft Loss: 1 UH-1D, Aircraft Damage: 11 UH-1D and 7 UH-1C
356th AHC Aircraft Loss: 3 UH-1D and 1 UH-1C, Aircraft Damage: 15 UH-1D and 15 UH-1C
271st ASHC Aircraft Loss: 1 OH-47E, Aircraft Damage: 14 OH-47E

Incl 3

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LONGRAILED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

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Security Classification

DOCUMENT CONTROL DATA - R & D

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

1. ORIGINATING ACTIVITY (Corporate author)		2a. REPORT SECURITY CLASSIFICATION	
HQ, OACSFOR, DA, Washington, D.C. 20310		Confidential	
3. REPORT TITLE		2b. GROUP	
Operational Report - Lessons Learned, HQ, 13th Combat Aviation Battalion (U)		4	
4. DESCRIPTIVE NOTES (Type of report and inclusive dates)			
Experiences of unit engaged in counterinsurgency operations, 1 May - 31 Jul 68			
5. AUTHOR(S) (First name, middle initial, last name)			
CO, 13th Combat Aviation Battalion			
3. REPORT DATE		7a. TOTAL NO. OF PAGES	7b. NO. OF REFS
13 August 1968		16	
6a. CONTRACT OR GRANT NO.		9a. ORIGINATOR'S REPORT NUMBER(S)	
b. PROJECT NO.		683209	
c. N/A		9b. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)	
d.			
10. DISTRIBUTION STATEMENT			
11. SUPPLEMENTARY NOTES		12. SPONSORING MILITARY ACTIVITY	
N/A		OACSFOR, DA, Washington, D.C. 20310	
13. ABSTRACT			

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DD FORM 1 NOV 65 1473

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Security Classification

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